



European Commission

No 30 September 2006

# Fisheries and aquaculture in Europe

○ Towards an all-embracing maritime policy in Europe?  
The public consultation is launched

○ A growing maritime  
economy

○ Harmonious development  
of coastal zones

○ Adapting governance to  
an integrated maritime policy

# [ Calendar

## Shows and exhibitions

### • Offshore Mariculture, Malta, 11-13 October 2006

This international conference will review developments and special techniques for offshore fish farming.

#### > For more information:

Tel: +44 1737 559 892

E-mail: [enquiries@conferencebusiness.co.uk](mailto:enquiries@conferencebusiness.co.uk)

Web site: <http://www.offshoremariculture.com>

### • NEAFC, annual meeting, London (UK), 13-17 November 2006

Annual meeting of the regional fisheries organisation for the northeast Atlantic and Arctic oceans.

#### > For more information:

Tel: +44 77 88 45 70 70

E-mail: [info@neafo.org](mailto:info@neafo.org)

Web site: <http://www.neafo.org>

### • ICCAT, special meeting, Dubrovnik (Croatia), 17-26 November 2006

The regional organisation for tuna fisheries in international waters of the Atlantic and Mediterranean is convening a special meeting with the aim of establishing new multiannual management programmes for bluefin tuna and swordfish.

#### > For more information:

Tel: +34 91 416 56 00

E-mail: [info@iccat.int](mailto:info@iccat.int)

Web site: <http://www.iccat.int>

### New website address

Please note the new address of the website of fisheries: <http://ec.europa.eu/fisheries/>

### New maritime affairs site

Don't forget to consult the new site on the Green Paper on a Future Maritime Policy for the European Union... and to submit your opinion:  
<http://ec.europa.eu/maritimeaffairs/>

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### Note to readers

We welcome your comments or suggestions at the following address: European Commission – Directorate-General for Fisheries and Maritime Affairs – Communication and Information Unit – Rue de la Loi/Wetstraat 200 – B-1049 Brussels or by fax to: (+ 32) 2 299 30 40 with reference to *Fisheries and aquaculture in Europe*. E-mail: [fisheries-magazine@ec.europa.eu](mailto:fisheries-magazine@ec.europa.eu)

### Correction

As part of our report on fisheries agreements published in issue No 28, we stated that the European Union was "the only entity in the world that publishes the fisheries agreements which it concludes with third countries." We have since learned that Norway also publishes its fisheries agreements, in particular on the website of the Ministry for Fisheries and Coastal Affairs: <http://odin.dep.no/fkd/>. Our apologies for this error.

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**Dear readers,**

I am pleased to welcome you to this special edition of “Fishing and Aquaculture in Europe” dedicated to the Green Paper on a future Maritime Policy for the European Union.

The Green Paper, launched on 7 June last, marks the start of an extensive one-year long consultation process throughout the Union on the best way to manage our current and future relationship with the sea. As readers of this magazine, and from your own activities, you will be fully aware of the importance of the sea to our environmental, economic, social and cultural well-being.

The European Commission believes that the sea can make an even greater contribution to our prosperity and that of future generations. This, however, will depend entirely on our ability to afford the marine environment the protection it requires: development of maritime activities and environmental protection must go hand in hand. Up till now, the various European policies dealing with the sea have been handled separately. What we must now do is to explore together – and your input will be particularly precious in this exercise – how we should organise these policies to ensure that there is greater co-ordination and coherence between them so that we can make the most of our seas.

I therefore invite you to both read these pages which, I hope, will make you want to read the Green Paper itself and tell us what shape and form you would like Europe’s future maritime policy to take.



Joe Borg,

European Commissioner  
for Fisheries and Maritime Affairs



# Towards an all-embracing maritime policy

**Management of the seas and oceans, the sustainable exploitation of their immense resources and related economic activities are of crucial importance for Europe in terms of economic growth and job creation. Sustainable management implies an all-encompassing vision that integrates a wide range of policies: fisheries, transport, energy, environment, regional policy, research, tourism and so on. Indeed, the options chosen in any of these sectors inevitably have spillover effects on the others. Accordingly, the Commission set up a Task Force of the Commissioners with authority over these different matters to steer the drafting of a Green Paper. The idea is to launch a wide consultation of maritime stakeholders with the aim of identifying the broad outlines of a future integrated maritime policy for Europe.**

**Oceans** and seas cover around 70 % of the planet's surface and make up 98 % of its water. European coasts are three times as long as those of the United States and twice as long as Russia's. Twenty Member States are coastal States. The combined maritime zones of the Member States are much greater than the European Union's total land surface.

## Strong development potential

Growth and jobs are priorities for Europe and obviously the economic potential of the maritime sector must be exploited. Doing so calls for a pro-active strategy.

From an economic point of view, nearly half the EU population and half its gross domestic product are concentrated in Europe's maritime regions. Economic activities related to the oceans and seas are now becoming increasingly varied. They are no longer limited to 'traditional' maritime sectors such as shipping, shipyards, ports, fisheries and aquaculture, but also include new sectors with strong growth potential, such as energy (windfarms, tidal energy and energy from currents) and submarine telecommunications. In the future, new sea bed resources are likely to be exploited: minerals, gas hydrates or new biological resources related to the development of marine biotechnology. Tourism and the many social, recreational and cultural uses of coastal zones are also likely to grow.

Paradoxically, dealing with the threats to our waters has given us considerable and recognised expertise in research, innovation and knowledge of the marine environment. Combating the depletion of fishery resources, climate change and coastal erosion are global problems, and the innovations and solutions developed in Europe can be exported to other regions of the world.

## Managing resources sustainably

It is no longer possible, however, as was long the case, to view the oceans and seas as being inexhaustible by nature and capable of withstanding any and all pressure from human activity. Exploitation of the oceans and seas used to have only two limits: their immensity and our technical capacities. We are no longer under that illusion, however. There are now clear limits, whether for fishery resources, the general quality of marine ecosystems or growing competition for space on shores. Protection of resources is now a crucial condition for sustainable prosperity and the jobs in Europe provided by the oceans and seas. Ecosystem management must therefore be integrated into all maritime activities, and conflicts over use of the seas must be managed cautiously so that marine economic potential can be fully and sustainably developed.

## A global challenge

One thing is clear: each activity has an impact on others and the management of problems occurring with the development of maritime activities must be global. This can be illustrated with very concrete examples.

80 % of pollution of the oceans results from land-based human activities. Consequently, problems in the oceans cannot be dealt with in isolation from terrestrial activities, and marine environmental protection must begin with environmental policies on terra firma. In particular, it is vital to keep polluting waste out of our waterways and to avoid excessive use of chemical fertilisers and pesticides in agriculture.

Similarly, offshore drilling platforms and accidents involving oil tankers can pollute the seas or shorelines and affect flora and fauna for years, with the inevitable impact on maritime activities (fisheries, tourism and so on).





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The purpose of the consultation launched with the publication of the Green Paper on European maritime policy is to identify the broad outlines of a future integrated maritime policy for Europe.

The installation of offshore windfarms can cause conflicts of interests. The development of such non-polluting and renewable sources of energy is particularly important today, but will they represent a danger to the ecosystem, especially to birds? A conflict might also exist between the installation of large windfarms, coastal tourism and fisheries. Projects of this type require advance consultation of all stakeholders.

Port extensions needed to deal with growing maritime traffic – itself a source of wealth and jobs – may have an impact on the quality of the surrounding waters, on fish resources and on coastal habitats.

In contrast, the economic development of one sector can have a positive impact on others. For example, the development of tourism that does not damage the local setting and environment can create jobs and additional income, enabling the coastal communities who cannot earn enough from fishing to maintain their standard of living. The development of varied economic activities, whether in transport, tourism, fisheries, aquaculture or shipbuilding, also leads to greater occupational mobility and makes coastal zones more attractive places to live and work.

### Towards an all-embracing approach

Taking all these factors into account, the Commission's Strategic Objectives for 2005-2009 state that *"there is a particular need for an all-embracing maritime policy aimed at developing a thriving maritime economy and the full potential of sea-based activity in an environmentally sustainable manner. Such a policy should be supported by excellence in marine scientific research, technology and innovation."*

Such an all-embracing approach cannot be built through fragmented thinking. Europe's industry, environment, transport, fisheries, energy, research, regional, infrastructure and other policies are most often managed separately. The sea is an aspect of their action but there is no overview. The result may be conflicting measures that can either have a negative impact on the environment or create excessive constraints that represent an obstacle to economic development and jobs. An overly compartmentalized approach also precludes possible synergy between different maritime sectors.

That is why European Commission President José Manuel Barroso asked Commissioner Borg, charged with fisheries and maritime affairs, to *"steer a new Maritime Policy Task Force with the aim of launching a wide consultation on a future Maritime Policy for the Union."* The first job of the Task Force was to draw up a Green Paper on a maritime policy for the European Union. It will serve as the basis for the wide consultation of stakeholders, whose opinions will be taken into account in developing the Union's future integrated maritime policy.

In the coming months, the consultation will be organised to ensure that all concerned parties and more generally all European citizens can give their views on these important stakes. Indeed, a consultation to learn the views of all stakeholders is crucial to the development of a coherent policy.

### How can you participate in the consultation?

#### To consult the Green Paper

- Visit the website of the Directorate-General Fisheries and Maritime Affairs: <http://ec.europa.eu/maritimeaffairs>
- Or request a copy at the following address:  
Commission européenne  
Direction générale de la pêche et des affaires maritimes  
Task force "politique maritime"  
B-1049 Bruxelles

#### To submit your opinion

- Send your comments by e-mail to:  
[ec-maritime-green-paper@ec.europa.eu](mailto:ec-maritime-green-paper@ec.europa.eu)
- or by post to:  
Commission européenne  
Direction générale de la pêche et des affaires maritimes  
Task force "politique maritime"  
B-1049 Bruxelles

# ○ A growing maritime economy

**For the European Union to maintain its dominant position in different sectors of the maritime economy, the private sector has to be able to continue expanding in a context of sustainable development, i.e. without damaging the marine environment or undermining the quality of life of coastal populations. The Green Paper describes the different initiatives the Commission is already taking and outlines ideas for the future. Opinions are welcome.**

**The** European Union is the world's leading maritime power, thanks to the significant role played by its enterprises in numerous sectors, including shipping, shipbuilding, offshore oil and gas extraction, coastal tourism and maritime insurance.

If Europe is to keep its maritime leadership, the private sector has to act at two levels. First, it must maintain its competitiveness in these traditional sectors, with particular attention being paid to transport-related services: freight, shipbuilding, port equipment and industries are key elements that link the single market to the global economy. It must also make certain to expand into new sectors currently in a growth phase, such as cruise shipping, port management, aquaculture, renewable energy, submarine telecommunications and marine biotechnology.

While the onus is basically on private enterprises to take up this dual challenge, the public authorities have to create conditions favourable to maintaining their competitiveness over the long term. Doing so means ensuring that European players in the sea-based economy enjoy the best possible production factors. The context of sustainable development also has to be kept in mind, meaning that economic growth has to respect the marine environment and the quality of life of coastal populations.

## Restoring the marine environment

A sound marine environment is the key to deriving the greatest benefit from the potential of the oceans and seas. This is an economic necessity: the sea is a resource that must be safeguarded to ensure the sustainable development of sectors whose livelihood depends on it. Many, including fisheries, aquaculture, tourism and biotechnologies, are directly dependent on the quality of the environment.

Improving the health of European seas is no small task, because the environment is under attack on a number of fronts: chemical pollution, eutrophication, biodiversity loss, oil spills, invasive species, climate change, etc.



Climate change, energy and biotechnology are three priority areas for European oceanographic research.

In 2005, the European Commission set out its guidelines for restoring a quality marine environment by 2021<sup>(1)</sup>. It recommends an approach that is both integrated – to take account of the impact of each activity on the entire marine ecosystem, and regional – with the development of specific action plans for each European sea. This marine strategy will be the environmental pillar of the future European maritime policy.

This integrated approach implies co-operation between environmental and industrial policies, as well as decision-making processes that involve all stakeholders. In this context, protection of the marine environment can create synergy between players and become a driving force for growth. Enterprises, pushed to invest in new more environment-friendly technologies, may be able to create new development and export opportunities for themselves.

## Co-ordinating oceanological research

Scientific knowledge of the marine environment is another essential factor in ensuring the economic development of sea-based activities. The European Commission has already pinpointed oceanological research as a pillar of its marine strategy. It is no accident that marine science and technology constitute a priority for its research programme. But together with financing for innovative projects, specialised research needs better co-ordination to foster synergy between specialists and to enable data and findings to circulate among research institutes and policy-making centres.

Indeed, all political decisions must be based on full knowledge of the ins and outs of a given situation. The sea holds many mysteries that scientists still have to penetrate and that can well have an economic impact. Marine research therefore has to be developed and organised in a co-ordinated way.

(1) <http://ec.europa.eu/environment/water/marine.htm>

The Green Paper proposes several priorities for research, including climate change. It is important to give thought now to the consequences of a mean rise in sea level, higher water temperatures, lower salinity or increasing acidity, in order to define measures to combat or adapt to such phenomena. Fisheries, coastal installations, ports and drilling platforms are on the front line here. Because while the European Union intends to pursue the global fight against climate change, it also plans to keep up its drive for technological innovation, for example on the adaptation of offshore or port installations.

Two other sectors are also highlighted: energy, where certain marine sources such as currents and tides are not being harnessed; and marine biotechnologies, which can serve the food and health sectors, for example through the development of resources such as seaweed.

### Raising employment levels

Human resources are a crucial production factor. The maritime sector is currently faced with a recruitment crisis, however, particularly for seafaring crews. It nevertheless needs to be able to count on a well-trained and highly qualified workforce to ensure its competitiveness and safe working conditions. What is more, numerous port and industrial supervisory posts require experience at sea for optimal performance.

The reasons for this loss of interest stem from the isolation factor, a feeling of insecurity and unattractive salaries. The Commission identified in 2005 a number of ideas for promoting new maritime vocations.

These involve among other things the mutual recognition of maritime diplomas by all Member States, increased job mobility between different sectors, improved safety conditions on board, and the harmonisation of maritime training.

### Creating synergy

Improving recruitment and maintaining competitiveness means bridging the divides between different sectors of the maritime economy. In an open and competitive economy, it is no longer possible to work in isolation without taking notice of developments in one's own sector, staying updated on innovations or keeping informed on what is going on in other countries.

It is essential that European companies working in the same sector develop clusters, or sectoral networks of maritime excellence. This openness will help them maintain their skills and reputation, mutually enhance their knowledge, promote their shared image and establish synergy vital to defending their common interests.

### Stabilising the regulatory framework

Lastly, a production factor of paramount importance is the regulatory framework in which enterprises operate. The maritime sector is characterised by large investments and by the long life cycle of its products and installations. Like other sectors of the economy, it needs a stable and enduring regulatory framework. To guarantee such stability, the European Union is already at work on legislation that will establish rules for the long term.

These measures will be developed in the coming months and years. They concern, for example, the system of spatial planning for marine activities, reassessment of social regulations and many other ideas that can contribute to building a context of sustainable development for the maritime economy.



The European Union is the world's leading maritime economy thanks to its companies' top positions in shipping, shipbuilding and coastal tourism, among other sectors.



# ○ Harmonious development of coastal zones

**Coastal zones, as the interface between land and sea, play a key role in the European Union's maritime policy. Defined as the strip of land up to 50 kilometres inland from the coast, these zones have to deal with risks originating offshore, such as oil slicks and coastal erosion. They also concentrate all the problems that human activities impose on the seas, such as pollution or overexploitation of resources. Coastal zones are striving today to strike a balance between demographic growth, environmental protection and the development of economic activities. The Green Paper zeroes in on these challenges for the future and identifies ideas for discussion.**

**The** inhabitants of coastal zones are at a crossroads. They are faced with a threefold challenge: safeguarding their quality of life, adapting to risks from the sea and assuming their role as interface between land and sea.

## **Maintaining the attractiveness of coastal zones**

People no longer choose to live by the sea solely out of necessity, but also for pleasure. The coast is also a prime location for holiday resorts and retirement living. The emergence of a coastal population not engaged in active employment has given rise to a relatively recent phenomenon: the multiplication in coastal zones of sea-based leisure activities (housing, restaurants, leisure parks, cruises, water sports, etc.), a flourishing sector that extends beyond Europe's borders.

Over and above these services, however, it is difficult to define the factors that make coastal zones attractive, and especially to quantify them. Traditional socio-economic indicators are insufficient when it comes to analysing all the criteria of well-being or the value of the non-commercial aspects of coastal regions, such as the enjoyment of a beautiful seascape, a picturesque port or a pleasant beach.

These factors of attractiveness are important. They carry real weight in the prosperity of a region and should be taken into account in political decisions affecting environmental protection and spatial planning.

## **Facing up to coastal risks**

While the oceans and seas fall victim to the ills caused by human activities, Europeans also have to protect themselves from dangers that come from the sea.

Climate change is already being mirrored in increasing coastal erosion and flooding. In 20 years, the annual cost of dyke building and consolidation has risen from € 2.5 to 3.2 billion. Such infrastructure spending will rise further in coming years, so it is of the essence to factor these natural risks more fully into spatial planning and public spending. The Commission recently came forward with a proposal for a Regulation on flood risk management <sup>(1)</sup>.

Other natural risks also require a response: tidal waves, which threaten European islands in the Indian and Pacific Oceans; and volcanic and seismic zones in the Mediterranean and the Atlantic. Continental Europe is not shielded from such cataclysms. Early warning systems and procedures need to be put in place in the light of the most advanced scientific findings.

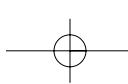
Coastal zones also have to deal with dangers of a purely human nature, such as pollution caused by illegal discharges from ships and the insecurity connected with illegal activities found in border regions, such as smuggling, illegal immigration, piracy and terrorism.



Climate change is already being mirrored in increasing coastal erosion. It is of the essence to factor this natural risk more fully into spatial planning and public investments.

(1) COM (2006) 15, Proposal for a Directive on the assessment and management of floods.





Coastal zones offer visitors cultural, nature-based and sport activities, such as these coastal hiking trails.

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The response to these ills lies in better surveillance of European maritime areas, where freedom of navigation must be maintained. Stepped-up surveillance requires technological and human resources, harmonised rules for all the Member States and more extensive international co-operation, like that implemented for the *Container Security Initiative* between the European Union and the United States as part of the counter-terrorism effort.

### Developing tourism

Tourism represents a prime development opportunity for coastal regions. What is important, though, is to develop quality tourism that can be harmoniously integrated into the social and environmental fabric of coastal areas. Along with “sun and sea”, it is essential to diversify attractions by offering tourists alternatives based on cultural, nature-based or sport activities.

This would also have the advantage of reducing the concentration of tourists in one place – by prompting them to visit areas further inland – and in time – by drawing out the tourism period beyond the summer months. It is important to adapt tourism supply to demand, which is evolving towards ever briefer and more frequent stays and a more permanent presence for retired persons.

### Managing the land-sea interface

There is no hermetic barrier between land and sea. One influences the other and their interactions are concentrated in coastal regions. Better planning and co-ordination are needed to reduce the impact of land-based activities on the seas.

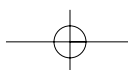
That is the idea behind integrated coastal zone management. A European recommendation<sup>(2)</sup> adopted in 2002 encourages local and regional authorities in coastal areas to develop integrated management strategies. The aim is to bring together all coastal-zone stakeholders on a regional basis and to involve them in policy decisions that concern them. The objective of this type of management is to co-ordinate coastal activity and to forestall conflicts between different users of coastal zones and their hinterland.

Two problems illustrate the need for better management of the land-sea interface.

The first is water pollution. The majority of marine pollution originates on land, primarily from industrial discharges, untreated waste water and agricultural inputs carried to the sea by rivers. Municipalities, regions and Member States must multiply the effort being put into halting this form of pollution.

The second is port development. Along with their logistic role, ports are also residential and tourist centres. With the development of water transport being promoted by the European Union, European port capacity is destined to increase. That will inevitably give rise to competition for space, particularly in terms of the preservation of nature reserves. The Green Paper consequently opens for discussion the question of the best way to guarantee the necessary sustainable development of European ports.

In certain regions, such as Schleswig-Holstein in Germany, the complexity of land-sea interaction has prompted economic actors to form clusters. Their role is to co-ordinate and plan their activities in such a way as to ensure that development takes place in harmony with the marine environment.



(2) <http://ec.europa.eu/environment/iczm/home.htm>

# ○ Building knowledge of the marine environment for better management

**An integrated maritime policy requires reliable data that give better understanding of the impact of human activities at sea, to enable their sustainable development. The Green Paper outlines the tools needed for integrated management of our relations with the oceans and seas. It contains proposals on the type of data needed to build our knowledge of the marine environment and to control the impact of human activities, and on how to collect, analyse and exploit such data. It also discusses ideas for the maritime spatial planning system that should be developed as a management tool for the public authorities and enterprises.**



Real-time detection of vessel movements needs to be improved, both for navigational safety and to uncover illegal activities.

**To** take informed decisions for a maritime or coastal zone (e.g. the building of windfarm installations, enlargement of port infrastructure or construction of housing), the public authorities need comprehensive data on factors as varied as the ecosystem, fishery resources, transport, the local economy and the like. Good comprehensive data are also vital to economic players. At present, the problem, however, is that data collection, management and use are still highly fragmented.

## **A European network**

That is why the Green Paper proposes the creation of a European marine observation and data network. The idea is to improve systematic observation, information exchange and access to data. The network would also help to integrate existing but fragmented initiatives and to facilitate integrated analysis of data from various sources.

The data collected could also be used for the creation of a European Atlas of the Seas that would include data on ecosystems, habitat, adverse environmental impacts, transport, etc.

Concretely, the network should have a permanent secretariat with scientific and information technology competence. It will require access to data existing at different levels: regional, national and European (such as data compiled under the Common Fisheries Policy or through research programmes).

## **Detecting vessel movements**

Better data and more modern technologies are also vital for the monitoring of economic and transport activities.

Real-time detection of vessel movements, for example, needs to be improved. Doing so would contribute not only to navigational safety, but would also facilitate the detection of illegal activities such as smuggling, trafficking, unregulated fishing, illegal discharges from ships or even terrorist activities.

Vessel tracking systems already exist, with variable capacities for data exchange and different levels of co-ordination. The idea here would be to step up collaboration and information sharing so as to obtain the most accurate and comprehensive picture of traffic along Europe's coasts.

## **A spatial planning system for maritime activities**

The increase in maritime activities intensifies competition between different uses of the sea. Without some form of indicative planning, policy and economic decisions will be very difficult. The Green Paper proposes the creation of a spatial planning system for maritime activities at European level. Such a system would help ensure consistent decisions for all issues that extend beyond Member State level (e.g. the preservation of an ecosystem shared by several countries, the laying of a pipeline, navigation routes in European waters, etc.).

Some Member States already have experience in the field. It will be important to study and take as models those practices that have given the best results, particularly on the consultation of stakeholders and the tools required to steer such a spatial planning system. Beyond the Union's borders, Canada and Australia have also already implemented such systems and lessons can be learned from their experience. A wide debate is a prerequisite to the design and introduction of such a tool.

Better knowledge, better understanding, better detection and better planning: these are the objectives of the tools proposed by the Green Paper to improve the management of our relations with the oceans and seas.

# ○ Adapting governance to an integrated maritime policy

**The development and implementation of an integrated maritime policy requires closer collaboration and the creation of co-ordination tools in the European institutions, notably between different sectoral policies. There also needs to be a debate on the way Europe can carry weight in the international arena, in a field where problems are often global. Without pinpointing the practical arrangements under which such governance should take shape, the Green Paper does put forward a number of general principles.**

**The** first is that all decisions must be based on the best technical and scientific advice. This is vital given the diversity of the sectors concerned, the interaction between sectors and the complexity of the relationships involved. Second, all stakeholders concerned by a problem should be consulted. And third, in the European institutions, decision-making should be subject to strong co-ordination to ensure coherence across sectors. Any institutional changes needed to strengthen co-ordination should be identified. Maritime policy also needs to be steered via target setting and permanent performance assessment.

## **Adapting processes in the EU**

To attain these objectives, the EU can rely on existing institutions and bodies in the different sectors. It would nevertheless be interesting to set up a co-ordination body for contacts between these different institutions and bodies. An example of a structure of this type can be found in the United Nations, namely the "UN-Oceans" office, created to provide better co-ordination for ocean policies in 12 UN organisations.

The Council of Ministers and the European Parliament are also expected to adapt the internal organisation of their work on oceans and seas to take account of the need for an all-encompassing approach to these issues. The Green Paper also launches the idea of an annual conference on best practice in maritime governance, bringing together the different Member States and all stakeholders.

Contrasting geographic realities in the Union are another important consideration. While a European maritime policy requires a common approach, its practical implementation will have to take local realities into account. Actions cannot be identical across the Baltic, the Mediterranean, the Atlantic Ocean, the North Sea and European overseas territories.

## **Better surveillance of European waters and coasts**

The surveillance and security of territorial waters and exclusive economic zones (EEZs) involve numerous government functions: coast guard, customs, search and rescue, police,

border control, fisheries inspection and environmental controls. The degree of integration of such functions varies from one Member State to the next.

A move towards more co-ordination between these activities and among Member States could make for greater efficiency. As is the case on land, the trend on the seas seems to be the creation of a "common European space" governed by the same rules on security, environmental protection and border control.

The integration of all monitoring and security functions also has the advantage of creating economies of scale with considerable financial impact by avoiding the duplication of certain tools (vessels, aircraft, helicopters, detection tools and so on). Depending on needs, a single vessel could be used by different specialised services, for example, to detect or combat pollution at sea, and at another time to pinpoint illegal fishing activity or trafficking in human beings. When economies of scale for Member State budgets are possible at national level, they could be that much greater by extending co-operation to the European level.

## **International rules**

Finally, the Green Paper raises the question of international relations. Many problems linked to the oceans and seas go beyond the Union's borders: climate change, protection of the marine environment and biodiversity, transport, etc. So it is important for Europe to defend the ideas it develops on maritime policy in the international arena. Where new international rules seem necessary, the EU must use all its weight to see to it that they are adopted. And if some countries seem less aware of the need to apply common international rules, the EU must be able to use its external policy to encourage them to do so, in order to promote the maritime interests of Europeans.

On governance, as on all the issues raised in the Green Paper, the idea is to obtain the most complete picture of the situation, to launch ideas for action and to prompt a debate. The problem of governance in the EU and at international level will doubtless have a prominent role in that debate.



# Europe reclaims its maritime identity

The Green Paper also addresses an original aspect of European maritime life: the cultural heritage, which today needs to be reclaimed to acquaint Europeans with their maritime past and to give them a sense of their present-day maritime identity.

**Europe's** maritime cultural heritage needs to be taken in the broad sense, to include historic and industrial buildings in coastal cities, works of art inspired by the sea, the development of marine flora and fauna, seafood cookery, traditional fishing techniques or different types of boats and navigation techniques.

This heritage of the past is an integral part of Europe's maritime identity. It can help European citizens become aware of the importance of the sea in their lives, and enable maritime players themselves to better assess the value of their activity in a European Union turned towards the seas. This heritage is the cement for building a common maritime identity for all Europeans. It will also provide understanding of the economic importance of maritime activities and enhance their appeal in terms of jobs.

## Image, participation, protection

First there is a matter of image. The Green Paper hopes to revive the attractiveness of careers in maritime activities and to restore

credibility to the shipping sector, whose image has been tarnished by accidents, especially oil spills, over the past 20 years.

Then there is a question of politics. When all maritime stakeholders have a sense of common identity, they will want to participate in common decision-making and activity planning processes, making implementation of these processes more effective.

Finally there is a question of mentality. It is important to foster in Europe the sense that the oceans and seas are a valuable resource that must be managed and protected.

To reclaim this heritage, the Green Paper recommends a multiplication of cultural links between different maritime sectors, for example, industrial sponsorship of museums or the organisation of award ceremonies for best practice. It also proposes to make European funds available to help coastal regions to preserve their heritage. Importance should also be attached to educational activities focusing on this cultural heritage. Lastly, the Green Paper recommends an action programme to prompt Member States to take part in international protection programmes, particularly those under the auspices of the United Nations.

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